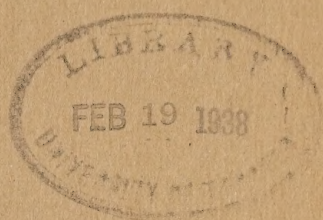


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Canada, Saint John Harbour Commission  
Report  
18 (1927/28)

Government  
Publications

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# The Saint John Harbour Commissioners



1927

1928





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- 156

REPORT  
—  
OF THE  
**Harbour Commissioners**  
OF  
**Saint John**

For the Years 1927 and 1928



SAINT JOHN, N. B.:  
BARNES & CO., LIMITED  
1929





VIEW SAINT JOHN HARBOUR IN 1800 FROM BLUE ROCK

## SAINT JOHN HARBOUR COMMISSIONERS

SAINT JOHN, N. B.,

May 1, 1929.

THE HON. P. J. A. CARDIN, M. P., P. C.,  
Minister of Marine and Fisheries,  
Ottawa, Canada.

SIR:

We have the honour to submit herewith report of the Saint John Harbour Commissioners from the inception of the Commission, 1st August, 1927, to 31st December, 1928.

---

We have the honour to be, Sir,

Yours obediently,

W. E. SCULLY, President.

LIEUT.-COL. A. McMILLAN, Commissioner.

R. T. HAYES, Commissioner.



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COMMISSIONERS, 1927

HON. W. E. FOSTER, LL.D., Chairman

(Resigned December 3, 1928)

LIEUT.-COLONEL A. McMILLAN, D.S.O.

W. E. SCULLY

COMMISSIONERS, 1928

W. E. SCULLY, Chairman

LIEUT.-COLONEL A. McMILLAN, D.S.O.

R. T. HAYES

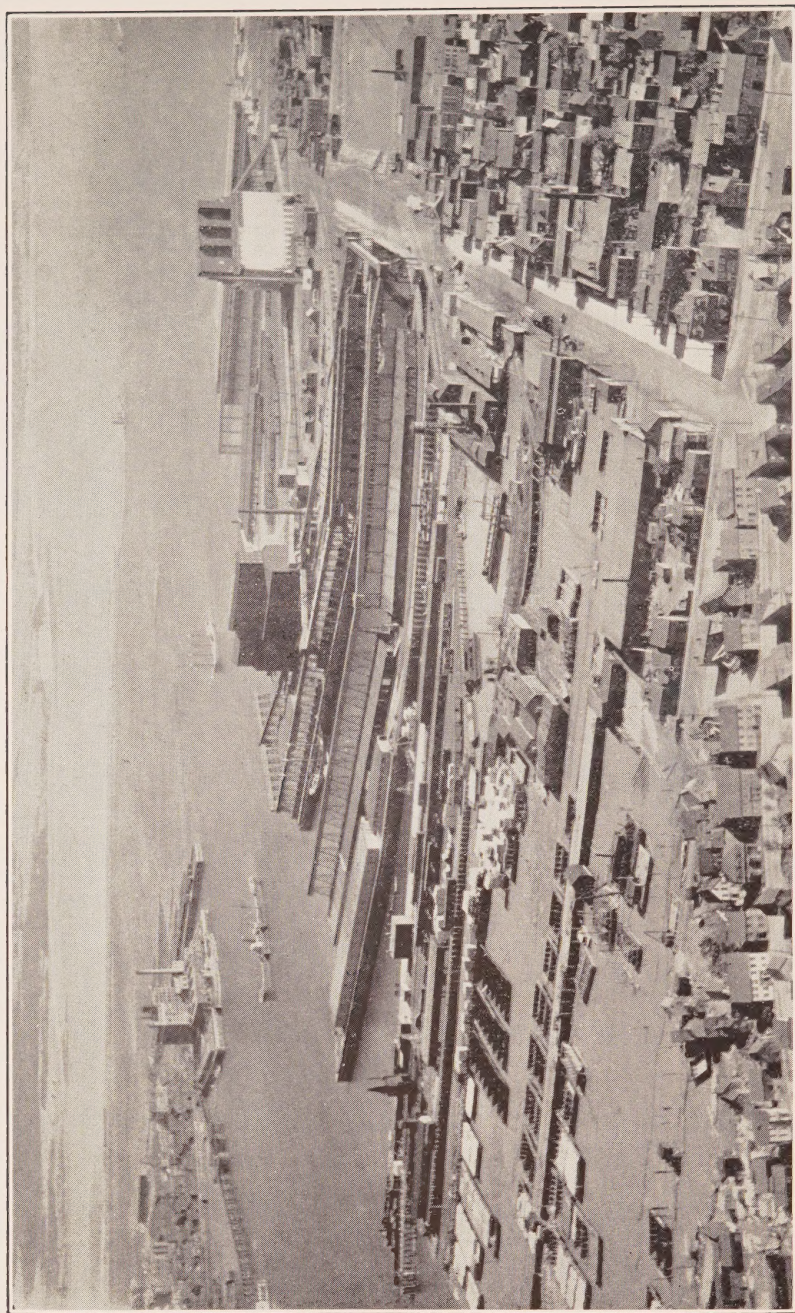
OFFICIALS

ALEX. GRAY, M.INST.C.E., General Manager and Chief Engineer

E. A. THOMAS, A.M.E.I.C., Senior Engineer

F. D. ALWARD, Harbour Master

R. N. M. ROBERTSON, Chief Accountant



WEST SAINT JOHN, SITE OF NEW PIERS IN FOREGROUND



# Report of the Harbor Commissioners of Saint John

For the Years 1927 and 1928

The control of the Harbour of Saint John was taken over by the Commissioners on 1st August, 1927. Previous to this date, the operation of the port was under the dual control of the City of Saint John and the Department of Marine, and the Public Works of Canada carried out the necessary construction and maintenance work for the properties operated by the Department of Marine, in addition to performing necessary dredging and other assistance to the properties under the control of the City.

The City properties were taken over at a cost of \$2,135,118.00 on 1st August, 1927, and comprise wharves and sheds situated on both sides of the harbour, in addition to such lands bordering on the harbour as were vested in the City. In taking over these properties, such of the operating and maintenance staff as the Commissioners considered necessary was retained.

These wharves and sheds, with their dimensions, are as follows:

On the East, or City Side, of the Harbour:

Floor Area of Shed  
Sq. Ft.

Reed's Point Wharf, 410 feet long.....	
New Pier Wharf, 380 feet long.....	18,766
Pettingill Wharf, 400 feet long.....	25,693
McLeod Wharf, 370 feet long.....	22,704

On the West Side of the Harbour:

Berth No. 1 380 feet long.....	28,928
Berth No. 2 460 feet long.....	29,638
Berth No. 3 410 feet long.....	22,791
Berth No. 4 485 feet long.....	25,293
Berth No. 5 525 feet long.....	30,099
Berth No. 6 and 6 Ext., 1,083 feet long.....	50,382

On the 1st of November, 1927, the properties under the control of the Marine and Fisheries Department were taken over and the operation placed under the Board's staff. The wharves and sheds, with their dimensions, are as follows:

On the West Side of the Harbour:		Floor Area of Shed
		Sq. Ft.
Berth No. 7 and 7 Ext.,	1,055 feet long.....	38,320
		8,720
Berth No. 14	702 feet long.....	10,094
		30,382
Berth No. 15	865 feet long.....	54,942
		47,347
Berth No. 16	800 feet long.....	68,721

All wharves are served with railroad sidings at the rear of the sheds, which facilitates the transfer of freight from vessel to railway.

Owing to the wharves and sheds taken over from the City being very old structures, and little maintenance having been performed on them in previous years, considerable expenditures were required to put them in first class condition. The government properties, being of a later type of construction and well maintained, required very much less expenditure.

Up to first November, 1928, the only deep water wharf outside of the jurisdiction of the Commissioners was the Long Wharf, owned and operated by the Canadian National Railways. Satisfactory arrangements having been concluded with the Canadian National Railways as to the operation of this property, pending construction of a bridge to give them access to the west side piers, full control of same was placed under the Board's jurisdiction on the above date.

This pier is 545 feet long, with two sheds, each 500 feet long by 40 feet in width, with railroad tracks on each face of pier and between the two sheds. The draft of water at both sides of the pier is 30 feet.

For the first year, little or no change was made in the general operating policy formerly in force, it being felt that any changes



to be made should receive consideration after the experience of at least one shipping season's operation.

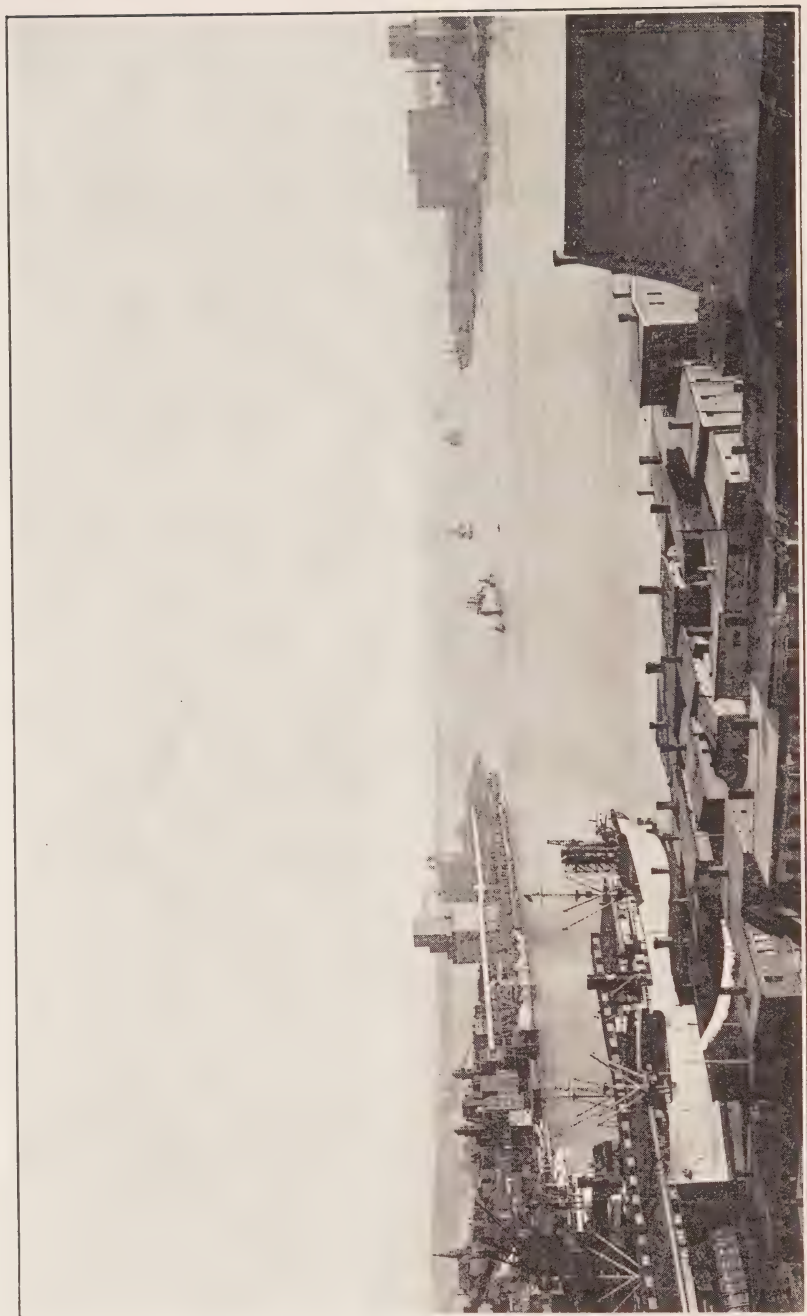
Advantage was taken of the experience of other harbour commissions in the operation of their ports, and in order that there would be uniformity, both in the operation and control of Saint John, with the other harbours under commission, by-laws for the collection of wharfage, etc., were adopted to conform, so far as practicable, with those of Montreal and Quebec.

#### GRAIN FACILITIES

There has been a steady increase in the quantity of grain shipped annually. Up to 1915, there was only about seven and one-quarter million bushels shipped from the port, but with the construction of additional conveyor galleries at Berths 15 and 16, the amount gradually increased, the maximum grain shipments being during the season 1926-27, when 25,885,000 bushels were shipped.

	Feet
Grain Conveyor Lengths, Berths 1, 2, 3.....	1,530
Berths 5 and 6.....	2,251
Berth 15.....	1,210
Berth 16.....	1,160
	Bushels
C. P. R. Elevators, West Saint John, "B" Concrete..	1,000,000
"A" Wooden..	600,000
	<hr/>
	1,600,000
C. N. R. Elevator, East Side Harbour.....	500,000
	<hr/>
Total.....	2,100,000

On account of the elevators, West Saint John, not being connected up so that grain could be shipped from any one elevator over all the conveyor galleries, it was found necessary to erect a conveyor gallery between the two elevators, in order that grain could be transferred from one elevator to the other, and from thence shipped over any conveyor gallery.



SAINT JOHN HARBOUR ENTRANCE



This work was carried out in the fall of 1927, at a cost of \$55,000.00, and considerably facilitated the movement of grain through the port, as a vessel lying at any berth equipped with a conveyor gallery, could receive grain from either elevator without the vessel having to be moved from her berth.

The bulk of the grain shipped through the port has been handled through the Canadian Pacific Railway Company's elevators, West Saint John. Elevator "A" is of modern concrete construction, while Elevator "B" is of older wood construction, but in a good state of repair.

The Canadian National Railways' elevator on the east side of the harbour is a concrete structure, with conveyor galleries 1,560 feet in length.

#### POTATO STORAGE FACILITIES

In the fall of 1922, at the request of potato growers throughout the province, a frost-proof warehouse, 210 feet long by 80 feet wide, was provided on Berth No. 14 for this business. After the first year's operation, the business increased so that an extension of 94 feet was made to the original shed. This latter extension, however, was not sufficient to meet the demands of the trade, and eventually, in the fall of 1925, another extension of 66 feet was made to the buildings. The total floor frost-proof area now available for shipment of potatoes during the winter season is 40,000 square feet.

The maximum potato shipments from the port for a winter season amounted to 2,508,000 bushels, in 1924-25. The storage capacity on the west side of the harbour is 31,000 barrels, and on the east side, New Pier Wharf, 15,000 barrels.

#### CATTLE SHIPPING FACILITIES

Late in 1921, the shipment of cattle through the port was resumed, and for that purpose, modern facilities were provided by the Dominion Government, the first shipment in that year having arrived on 24th December.

During 1922, and subsequent years up to 1925, the shipment of cattle increased from 2,464 head in 1922, to 31,218 head in 1925.

The cattle business increased so rapidly that the facilities available were very soon found to be inadequate, and during 1926, extensive additions to the cattle shed were constructed and equipped with every modern convenience, including weigh scales, water supply and roping and branding facilities. Unfortunately, after the improvements were completed, the cattle business gradually dwindled and no cattle have passed through the port for the past two years.

The main cattle shed had 35 pens capable of accommodating 20 head each, and the western extension 19 pens each accommodating 25 head and 5 pens accommodating 18 head, a total accommodation for 1,265 head of cattle. This accommodation has been materially reduced, in order to provide for fertilizer storage.

#### FERTILIZER STORAGE

On account of the cattle exportation having disappeared, and the gradually increasing importation of fertilizer, it was found necessary, in order to take care of this business, to dismantle the major portion of the cattle sheds and equip same for the reception and storage of fertilizer.

Owing to the long haul from the ship's side to the storage shed, three gasoline tractors and twenty trailers were purchased, in order to facilitate the discharging of the fertilizer cargo. This equipment is rented to the importer at a per ton charge.

#### ELECTRIC CRANE

The lack of cranes for handling heavy lifts from and to vessels has caused considerable inconvenience to shipping companies, consequently, late in 1927, an electric crane of capacity of 40 tons at 80 foot radius was installed at the end of No. 15 Wharf. The crane is located so that lifts can be conveniently handled from holds of steamers directly on to railway cars on the wharf.





WEST SAINT JOHN, BIRTHS 1-2-3-4-5-6

## GENERAL REPAIRS

All the harbour structures being constructed of wood, considerable renewals are required annually. These consist of renewing floors in sheds, and platforms on face of wharves, in addition to replacement of decayed timbers in the wharves between low water and top of wharves.

In addition to ordinary repairs, the properties taken over from the City, particularly the substructures of wharves on the eastern side of the harbour, required practically full renewal from low water up. This work has been carried on in annual installments, and it is anticipated that all structures will be in a state of good repair within two years.

The face of No. 1 Wharf, which was completely destroyed in a heavy storm on 25th January, 1928, was renewed for a length of 112 feet from low water up. The substructures of portions of Sheds 2 and 3 were also renewed from low water up.

The roof of Pettingill Shed, on the east side of the harbour, and No. 14 Shed, on the west side of the harbour, were completely renewed during 1928.

## LIGHTING

The entire lighting in the sheds taken over from the City, both on the east and west sides of the harbour, was completely renewed, and the amount of lighting supplied considerably increased. Sufficient lighting was also installed on the various wharves, so that the harbour front property is adequately lighted for night work.

## DREDGING

### DEEP WATER BERTHS

Owing to the large amount of silt coming in on the flood tides, and also brought down the river during freshet, considerable dredging has to be performed annually. The experience has been that each berth silts up from two to four feet in the



course of two years, and it has been found necessary to have each berth dredged at least once every two years. The amount of dredging per annum averages about 50,000 cu. yds.

#### CHANNEL ENTRANCE

While considerable dredging is required in the various berths, the experience is that there is no filling in in the channel entrance, which maintains a depth of 30 feet below low water for its full length.

#### NEW FACILITIES

The facilities taken over by the Commissioners were totally inadequate to handle the amount of business offering the port. Consequently, the first work undertaken was a complete study of the requirements of the trade, and plans were prepared with a view to developing the port to the fullest extent. The plans prepared provide for facilities for ocean tonnage sufficient to double the present capacity. These were approved, and authority was given by Parliament to proceed with the scheme prepared, and an initial expenditure of \$5,000,000.00 was voted in the session of 1927-28.

Tenders were called during the summer, and in August, 1928, work was commenced on the construction of a pier, 800 feet long by 300 feet wide, and also on the construction of a grain elevator of one and one-half million bushels capacity. The necessary land for trackage purposes, etc., is being purchased, and the completion of the works now under construction will complete the first unit of the final scheme.

The site selected for the works is between Berth No. 7 and Navy Island. This site was selected on account of its sheltered position, no protection by breakwaters being required. It will be easily accessible to both railways, the Canadian National Railways by a bridge across the harbour at Navy Island, and the Canadian Pacific Railway by an extension of their present tracks.

The full scheme contemplates the construction of two piers, each 1,250 feet in length by 300 feet in width, and one quay wall,

1,250 feet in length. The width of the berth, between the piers, is 400 feet at the outer end, converging to 300 feet at the inner end, the draft of water being 35 feet below extreme low water. The piers will be of reinforced concrete caisson construction up to 6 feet above low water, the caisson being filled with rock, and from top of concrete caisson, the construction will be timber cribwork. The piers and quay wall are to be equipped with modern fireproof warehouses and grain conveyor galleries on each pier.

It is proposed to fill in the area behind the quay wall, and connect same with Navy Island, so that sufficient space may be provided for industrial and other purposes. In order that adequate railway facilities may be provided to serve the piers, the whole water front area of West Saint John, to the east of Market Place, will be acquired. This includes the filling in of the property known as the "Mill Pond," and the taking over of the ferry property, now operated by the City of Saint John, in addition to the Shore Line Railway premises of the Canadian Pacific Railway Company.

On the area to be acquired for trackage, a strip of land along Market Place, for the full length, will be reserved for industrial purposes.

The pier at present under construction, on which considerable progress has been made in excavation for the foundation, is to the north of the pier to be erected on the ferry property. On account of considerable rock excavation, this work is being carried out within a cofferdam surrounding the whole work.

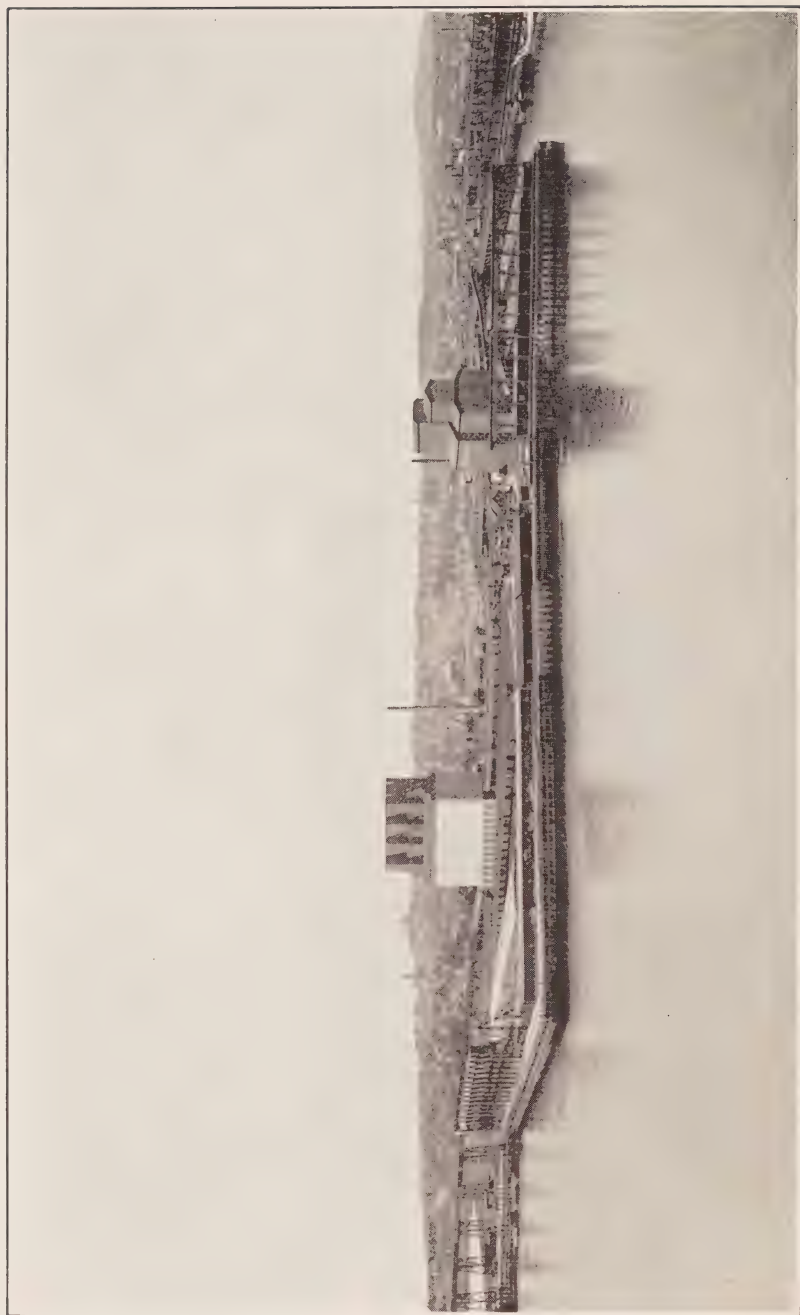
#### ELEVATOR

The proposed elevator will have a capacity of three million bushels, and is to be equipped with the latest equipment for the handling of grain, both receiving and discharging. The elevator work at present under construction will provide for one and a half million bushels capacity, provision being made for further extension to three millions, when required.

It is proposed to connect up the new elevator system with the existing elevators, so that a vessel at any berth in the harbour may receive grain from either elevator.

Good progress has been made in the works under contract, and it is fully anticipated that they will be available for use by first January, 1931.





WEST SAINT JOHN, BERTHS 1-14-15 AND ELEVATORS

## LIFTS BY CRANE, BERTH 15

1928	2 to 5 Tons	Over 5 to 10 Tons	Over 10 to 15 Tons	Over 15 to 20 Tons	Over 20 to 25 Tons
January.....					1
February.....	36	11	9	10	3
March.....	4	11	12	6	
April.....					
May.....					
June.....					
July.....					
August.....	1	7			
September.....					
October.....					
November.....					
December.....		1			
	41	30	21	16	4

IMPORTS OVER THE SAINT JOHN HARBOUR COMMISSIONERS'  
WHARVES, AUGUST 1, 1927, TO DECEMBER 31, 1927

	Tons		Tons
Bananas.....	47	Iron (Sheets).....	331
Beans.....	132	Lead (Scrap).....	5
Coal (Hard).....	32,119	Liquors.....	66
Coal (Soft).....	18,249½	Merchandise (Gen-	
Canned Goods....	114	eral.....	22,698
Corn, Bulk and		Molasses.....	7,287
Bagged.....	11,830	Machinery.....	58
Charcoal (Animal)	225	Oil (Coal).....	8,010
Cocoa.....	95	Prunes.....	20
Cocoanuts.....	40	Sugar (Raw).....	28,776
Dates.....	19	Sulphur.....	1,600
Dyes.....	34	Salt.....	250
Fertilizer.....	712	Tea.....	1,212
Footwear.....	10	Tin Plate.....	237
Gasoline.....	4,965		
Iron (Pig).....	50	Total.....	139,211½

EXPORTS OVER THE SAINT JOHN HARBOUR COMMISSIONERS'  
WHARVES, AUGUST 1, 1927, TO DECEMBER 31, 1927

	Tons		Tons
Automobiles.....	122	Lard.....	602
Apples.....	454	Leather.....	19
Asbestos.....	652	Merchandise (General	
Apples (Evaporated).	30	Cargo).....	6,424
Beans.....	11	Mats.....	17
Cheese.....	112	Meats.....	1,589
Cereals.....	298	Milk (Condensed)...	88
Coal (Bunker).....	1,448	Nails.....	117
Dulse.....	2	Oil (Fish).....	16
Fish.....	169	Oil (Fuel).....	5,598
Flour.....	7,989	Potatoes.....	20,475
Grain.....	99,612	Pulpwood.....	2,429
Household Goods....	17	Paper (Newsprint)...	1,022
Hay.....	1,102	Sugar (Refined).....	12,811
Hops.....	122	Shingles.....	23
Implements (Agricul-		Sardines.....	57
tural).....	171	Seeds.....	22
Laths.....	8,535	Timber (Heavy)....	10,100
Lumber (Hard).....	4,470	Tea.....	2
Lumber (Soft).....	13,287	Tin.....	43
Lobsters.....	3		
Lambskins.....	11	Total.....	200,253
Last Blocks.....	182		



IMPORTS OVER THE SAINT JOHN HARBOUR COMMISSIONERS'  
WHARVES JANUARY 1, 1928, TO DECEMBER 31, 1928

	Tons		Tons
Acids, Various.....	41	Lumber, Soft.....	1,608
Aluminum Goods..	146	Lumber, Hard....	15,645
Asbestos.....	13	Merchandise (Gen-	
Automobiles.....	162	eral Cargo).....	77,396
Beans.....	772	Molasses .....	10,845
Bricks.....	1,676	Machinery.....	6,766
Canned Goods, Var-		Meats.....	137
ious.....	1,277	Nutmegs.....	54
Cattle.....	4	Nuts.....	801
Cheese.....	62	Oil, Castor.....	17
Cocoa.....	3,357	Olive.....	101
Corn (Bulk and		Cod Liver....	32
Bags).....	31,409	Cocoanut....	19
Coal (Hard).....	59,027	Lubricating...	41
Coal (Soft).....	40,090	Creosote.....	21½
Confectionery.....	378	Kerosene.....	1,589½
Coffee.....	343	Cottonseed...	304
Copper.....	37	Paper, Wall.....	330
Cottons.....	3,924	Paper, Wrapping..	425
Crockeryware, Earth-		Piling, Creosoted..	750
enware, China...	5,703	Rice.....	42
Dates.....	771	Sugar, Raw.....	101,572
Dyes.....	27	Sulphur.....	5,603
Dry Goods.....	133	Salt.....	3,802
Fish.....	433	Steel, Various....	6,077
Fireclay.....	370	Soap.....	33
Fertilizer.....	34,132	Seeds.....	392
Fuller's Earth....	268	Sulphite.....	23
Fruits and Vege-		Tea.....	3,043
tables.....	3,111	Tin, Various.....	1,310
Footwear, Various.	109	Toys.....	391
Flour.....	1,280	Tiling.....	380
Gasoline.....	44,075½	Tobacco.....	84
Glass, Window...	9,927	Woolens.....	5,773
Hops.....	131	Whiting.....	55
Hosiery.....	132	Yarns, Various....	2,088
Iron, Various....	1,391		
Liquors.....	4,287		
Lead, White.....	44		
		Total.....	496,663½

EXPORTS OVER THE SAINT JOHN HARBOUR COMMISSIONERS'  
WHARVES, JANUARY 1, 1928, TO DECEMBER 31, 1928

	Tons		Tons
Automobiles....	22,232	Leather.....	412
Apples.....	3,644	Liquor.....	613
Asbestos.....	8,346	Merchandise, Gen-	
Apples, Evaporated	58	eral.....	33,223
Acids, Various..	6,517	Meats.....	17,766
Aluminum.....	736	Milk, Condensed	1,722
Beaverboard....	4,180	Machinery.....	21
Brooms and Brushes	41	Meal, Fish.....	137
Cheese.....	1,360	Molasses.....	187
Cereals.....	7,614	Nails.....	1,797
Canned Goods,		Oil, Fuel.....	22,310
Various.....	2,107	Oil, Cod Liver..	5
Copper Matte...	11,012	Potatoes.....	32,270
Coal, Bunker...	20,246	Pulpwood.....	21,086
Coffee.....	7	Paper, Newsprint	45,787
Cattle.....	3	Paper, Wrapping	7,502
Dulse.....	9	Paper, Writing..	60
Eggs.....	124	Paper, Wall....	20
Earthenware,		Piling, Pieces...	6,601
Crockery.....	12	Sugar.....	19,955
Fish.....	1,938	Shingles.....	741
Flour.....	113,347	Seeds.....	1,284
Footwear.....	5,561	Soap.....	1,684
Fibre, Sulphite..	205	Splints.....	1,731
Glassware, China	14 $\frac{1}{4}$	Shooks.....	32
Grain.....	696,353	Sheepskins.....	4 $\frac{3}{4}$
Hay.....	15,485	Timber, Heavy..	685
Hops.....	2,025	Tea.....	151
Implements, (Agri-		Tin, Various....	460
cultural).....	5,707	Tractors.....	94
Laths, Spruce...	7,728	Tobacco.....	1,195
Lumber, Hard...	21,150	Woodpulp.....	3,437
Lumber, Soft...	38,355		
Last Blocks....	1,176		
Lard.....	16,758		
		Total.....	1,230,422
		Pieces Piling	6,001

STATEMENT SHOWING THE NATIONALITIES AND NET TONNAGE OF  
SEA-GOING VESSELS THAT ARRIVED IN THE PORT OF  
SAINT JOHN, DURING THE YEAR 1928

Nationalty	No. of Vessels	Tonnage
American.....	64	148,361
British.....	192	751,823
Danish.....	19	25,990
Dutch.....	4	4,706
French.....	1	2,546
German.....	9	19,771
Greek.....	1	1,941
Italian.....	26	89,117
Norwegian.....	81	123,711
Swedish.....	13	14,784
	410	1,182,750



## BALANCE SHEET AS AT DECEMBER 31, 1927

## ASSETS

FIXED ASSETS: . . . . .	\$2,175,446.70
Harbour Dredging . . . . .	\$182,118.00
Wharves, Piers and Basins . . . . .	1,953,000.00
Grain Elevator System (Gallery) . . . . .	40,327.70
	<u>\$2,175,445.70</u>
CURRENT AND OTHER ASSETS . . . . .	380.41
Accounts Receivable . . . . .	\$255.41
Cash on hand . . . . .	125.00
	<u>380.14</u>
PROFIT AND LOSS ACCOUNT: Operating Deficit:	
Net Loss, Five Months Ended December 31, 1927 . . . . .	93,662.00
	<u>\$2,269,488.11</u>

## LIABILITIES

BONDS — City of Saint John . . . . .	\$2,135,118.00
CURRENT LIABILITIES . . . . .	134,370.11
Bank Overdraft . . . . .	\$104,020.52
Accounts Payable . . . . .	4,185.10
Accrued Bond Interest . . . . .	26,164.49
	<u>134,370.11</u>
	<u>\$2,269,488.11</u>

I have audited the books and accounts of the Saint John Harbour Commissioners for the five months ended December 31, 1927. I certify that, in my opinion, the above balance sheet is properly drawn up, so as to exhibit a true and correct view of the financial position of the Harbour, according to the best of my information and the explanations given to me and as shown by the books of the Commissioners.

(Sgd.) ARTHUR E. COX,  
Chartered Accountant.

SAINT JOHN, N. B.,  
February 20, 1929.

PROFIT AND LOSS ACCOUNT FOR THE FIVE MONTHS ENDED  
DECEMBER 31, 1927

OPERATING INCOME.....	\$34,442.70
Wharfages.....	\$22,276.35
Harbour Dues.....	5,376.13
Harbour Railway.....	207.50
Rentals.....	6,582.72
	<u>\$34,442.70</u>
OPERATING EXPENSES.....	\$70,689.05
Sheds and Wharves.....	\$57,607.47
Engineering Salaries.....	2,750.10
Insurance.....	5,128.91
Heating, etc.....	850.37
Telephones.....	635.86
Electric Crane.....	820.00
Motor Car.....	2,896.34
	<u>\$70,689.05</u>
ADMINISTRATION EXPENSES.....	\$15,467.73
Commissioners' Salaries.....	\$5,000.03
Office Salaries.....	4,595.82
Stationery and Printing.....	1,050.29
Furniture, etc.....	3,021.45
Rent of Offices.....	398.00
Travelling.....	720.60
Postage.....	67.86
Entertaining.....	204.05
Light.....	13.69
General.....	395.94
	<u>\$15,467.73</u>
INTEREST.....	\$41,947.92
On Bank Loans (Administration)...	\$558.27
On Bonds.....	41,389.65
	<u>41,947.92</u>
NET LOSS, Five Months Ended December 31, 1927.....	93,662.00
	<u>\$128,104.70</u>
	<u>\$128,104.70</u>

## BALANCE SHEET AS AT DECEMBER 31, 1928

ASSETS	
FIXED ASSETS.....	\$7,157,901.40
Harbour Dredging.....	\$867,118.00
Wharves, Piers and Basins.....	5,233,000.00
Grain Elevator System.....	429,800.00
Electric Hoists.....	25,200.00
Acquisition of Land.....	297,241.69
Construction New Pier.....	192,158.90
Conveyor Gallery.....	44,997.33
New Elevator No. 1.....	68,385.48
	<u>\$7,157,901.40</u>
CURRENT AND OTHER ASSETS.....	70,908.23
Stock, etc., on hand.....	\$32,669.36
Accounts Receivable.....	38,113.87
Cash on hand.....	125.00
	<u>70,908.23</u>
DEFERRED CHARGES: Dredging Berths.....	18,983.20
PROFIT AND LOSS ACCOUNT: Operating Deficit.....	33,263.19
Balance at January 1, 1928, Deficit.....	\$93,662.00
Profit Year Ended December 31, 1928....	60,398.81
	<u>33,263.19</u>
	<u>\$7,281,056.02</u>
LIABILITIES	
BONDS — City of Saint John.....	\$2,135,118.00
LOAN from Dominion Government.....	389,000.00
CURRENT LIABILITIES:.....	336,938.02
Bank Overdraft.....	\$307,823.46
Accounts Payable.....	2,816.71
Accrued Bond Interest.....	26,297.85
	<u>336,938.02</u>
SURPLUS on Taking Over Government Wharves, etc.....	4,420,000.00
	<u>\$7,281,056.02</u>

I have audited the books and accounts of the Saint John Harbour Commissioners for the twelve months ended December 31, 1928. I certify that, in my opinion, the above Balance Sheet is properly drawn up, so as to exhibit a true and correct view of the financial position of the Harbour, according to the best of my information and the explanations given to me and as shown by the books of the Commissioners.

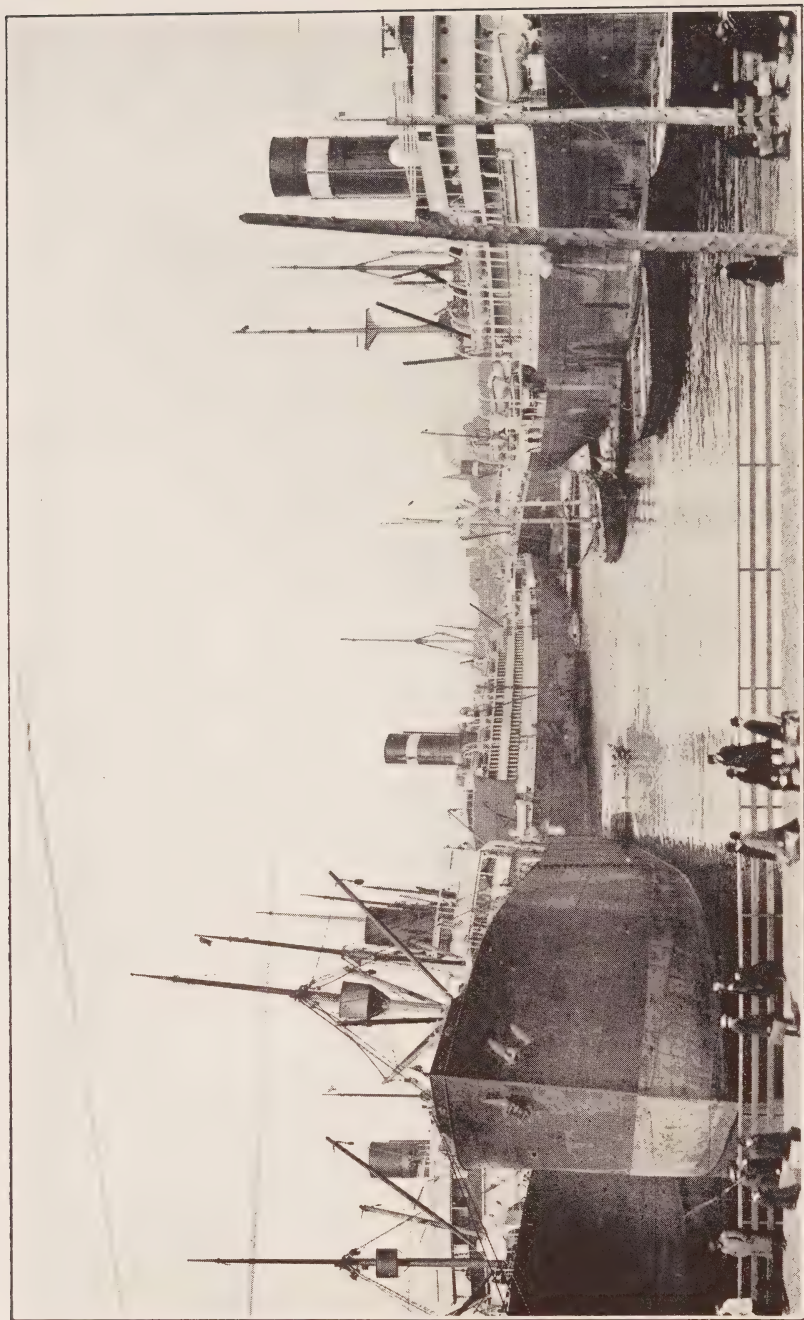
(Sgd.) ARTHUR E. COX,  
Chartered Accountant.

SAINT JOHN, N. B.,  
February 20, 1929.



PROFIT AND LOSS ACCOUNT FOR THE TWELVE MONTHS ENDED  
DECEMBER 31, 1928

OPERATING INCOME.....	\$304,181.45	
Wharfages.....	\$251,423.43	
Harbour Dues.....	19,377.50	
Harbour Railway.....	898.00	
Freight Hoists.....	889.00	
Rentals.....	28,275.67	
Grain Conveyor.....	3,318.15	
	<u>\$304,181.45</u>	
OPERATING EXPENSES.....	\$115,892.87	
Sheds and Wharves.....	\$104,248.27	
Engineering Salaries.....	4,646.11	
Insurance.....	41.45	
Heating, etc.....	3,099.70	
Telephones.....	1,796.86	
Electric Crane.....	598.25	
Motor Car.....	641.33	
Workmen's Compensation.....	2,103.56	
	<u>\$115 892.87</u>	
ADMINISTRATION EXPENSES.....	\$27,858.12	
Commissioners' Salaries.....	\$10,000.08	
Office Salaries.....	13,425.18	
Stationery and Printing.....	750.41	
Furniture, etc.....	2,282.29	
Rent of Offices.....	2,072.75	
Travelling.....	120.00	
Postage.....	141.59	
Entertaining.....	302.20	
Light.....	109.66	
Legal.....	235.35	
General.....	2,983.19	
	<u>\$27,858.12</u>	
INTEREST.....	\$100,031.65	
On Bank Loans (Administration) . .	\$696.49	
On Bonds.....	99,335.16	
	<u>\$100,031.65</u>	
NET PROFIT: Twelve Months Ended December 31, 1928.....	\$60,308.81	
		<u>\$304,181.45</u>
		<u>\$304,181.45</u>



WEST SAINT JOHN, SAND POINT BASIN



# PORT OF SAINT JOHN CUSTOMS RETURN OF OUTGOING VESSELS

	TRANSATLANTIC				COASTWISE		TOTAL	
	No. of Vessels	Tons Register	Tons Freight	In Ballast		No. of Vessels	Tons Register	Tons Freight
				No. of Vessels	Tons Register			
1916-17. ....	852	1,075,543	1,342,997	78	44,595	1,995	621,265	1,741,403
1917-18. ....	803	876,756	1,577,769	73	41,451	1,872	533,975	1,452,182
1918-19. ....	438	772,466	1,173,740	64	50,668	1,588	378,872	1,202,006
1919-20. ....	527	978,683	1,281,788	85	59,193	1,531	432,749	1,470,625
1920-21. ....	679	851,802	843,068	107	61,398	1,826	542,112	1,455,312
1921-22. ....	448	739,792	674,198	118	81,424	1,669	538,467	1,359,683
1922-23. ....	662	955,756	894,540	125	70,161	1,921	587,617	1,613,534
1923-24. ....	697	927,312	858,016	162	84,928	1,897	575,902	1,588,142
1924-25. ....	585	961,545	822,462	122	66,815	1,932	602,198	1,603,558
1925-26. ....	604	1,111,389	860,143	162	103,447	1,779	577,716	1,792,552
1926-27. ....	749	1,404,972	1,204,974	206	112,104	1,976	616,641	2,133,717
1927-28. ....	594	1,004,897	972,409	239	66,571	1,950	662,300	1,733,768

\*Coastwise freight not available.

(NOTE.—When a transatlantic vessel leaves Saint John to call at Halifax, it is "coastwise" and no record is kept by the Customs of the tonnage.)



## SUMMARY OF GRAIN HANDLED, 1928

RECEIPTS — Bushels				DELIVERIES — Bushels		
1928	Canadian Grain	American Grain	Total Receipts	Canadian Grain	American Grain	Total Deliveries
January.....	1,198,441	2,571,032	3,769,473	1,071,382	2,652,331/40	3,723,713/40
February.....	2,047,399	1,729,960	3,777,359	1,960,503	2,220,652	4,181,155
March.....	2,689,348	1,579,211	4,268,559	2,670,136	1,787,058	4,457,194
April.....	1,820,361	801,424	2,621,785	2,352,082	921,975	3,274,057
May.....						
June.....						
July.....						
August.....						
September.....						
October.....	358,796	706,680	1,065,476	5,600	75,900	81,500
November.....	3,183,018/40	4,136,482	7,319,500/40	2,963,838/40	4,530,311	7,494,149/40
December.....						
	11,297,363/40	11,524,789	22,822,152/40	11,023,541/40	12,188,227/40	23,211,769/20

SUMMARY OF GRAIN HANDLED 1928 — *Continued*

1928	RECEIPTS						DELIVERIES					
	C.P.R. Elev. A		C.P.R. Elev. B		C.N.R. Elev.		Total Receipts		C.P.R. Elev. A	C.P.R. Elev. B	C.N.R. Elevator	Total Bushels
	Cars	Bushels	Cars	Bushels	Cars	Bushels	Cars	Bushels				
January...	614	1,104,386	1,215	2,176,900	271	486,187	2,100	3,769,473	1,028,423	2,055,036	640,254/40	3,723,713/40
February...	549	974,746	1,513	2,743,238	46	59,375	2,106	3,777,359	1,199,363	2,922,517	59,275	4,161,155
March...	641	1,091,708	1,896	3,176,851			2,537	4,268,559	1,053,082	3,404,112		4,457,194
April...	347	621,567	1,148	2,000,218			1,495	2,621,765	826,384	2,447,673		3,274,057
May...												
June...												
July...												
August...												
September...												
October...												
November...	253	447,267	238	435,719	112	182,490	605	1,065,476	81,500			81,500
December...	1,138	2,008,648	2,682	4,647,755	426	663,097/40	4,246	7,319,500/40	2,093,059	4,565,899	835,191/40	7,494,149/40
	3,544	6,248,322	8,692	15,182,681	855	1,391,149/40	13,091	22,822,152/40	6,281,811	15,395,237	1,534,721/20	23,211,769/20











